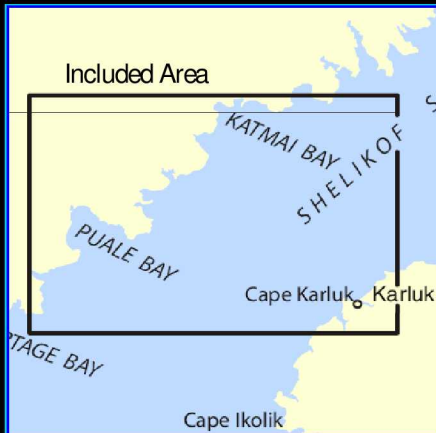


# BookletChart<sup>TM</sup>

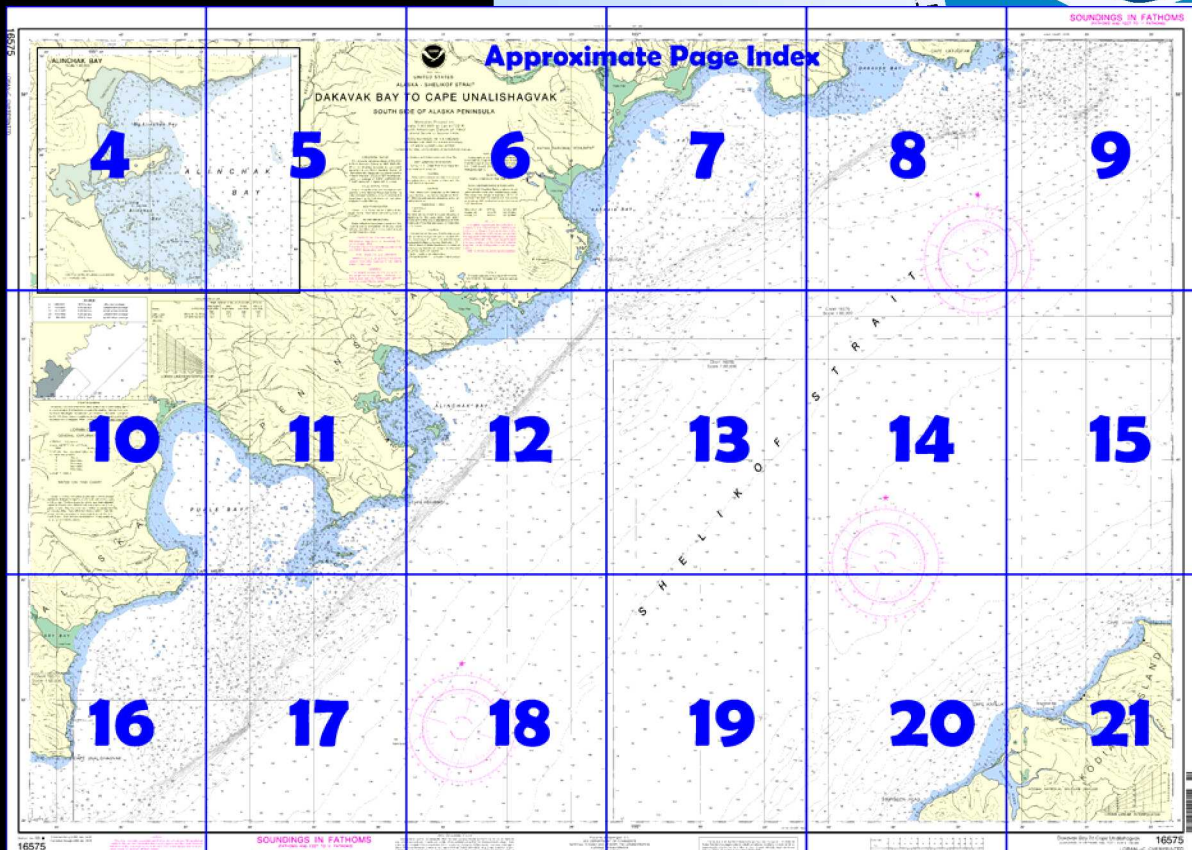
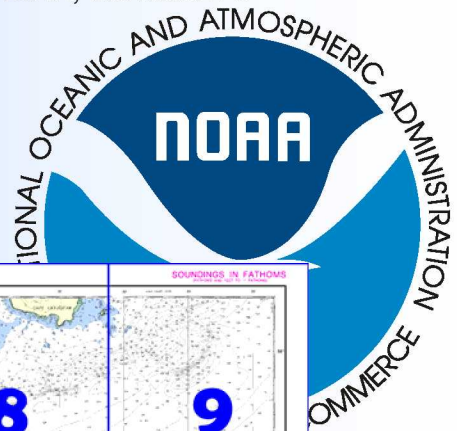
## Dakavak Bay to Cape Unalishagvak

(NOAA Chart 16575)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

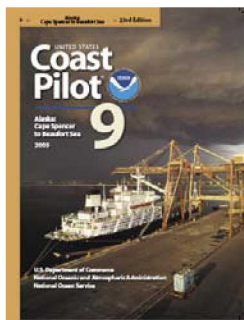
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 9, Chapter 6 excerpts]**

(63) **Katmai Bay** is a large roadstead which offers protection from N, NW, and W weather. In 1980, hydrographic surveys by the NOAA Ship DAVIDSON revealed that the bay has several large submerged reefs with least depths of 4 to 8 fathoms. In the NW corner of the bay, about 0.5 mile offshore, is a reef with a least depth of 2 fathoms, in 57°58.2'N., 155°00.4'W. In the NE corner of the bay is a reef with a least depth of 2¾ fathoms, in 58°00.0'N., 154°50.2'W.

(64) **Katmai River**, its head extending to Mount Katmai before the eruption in 1912, was navigated by launches at high tide to the abandoned village of Katmai. In 1980, the river was choked with pumice which washes down from the higher slopes faster than the stream can dispose of it. Occasional steam and smoke from Mount Katmai volcanic

activity can be seen in the area. Strong N winds raise large clouds of pumice which cause a murky haze throughout the area.

(65) The area in the vicinity of Mount Katmai from Cape Douglas to Cape Kubugakli is the **Katmai National Park**. The most spectacular feature of the park is the mountain-encircled **Valley of Ten Thousand Smokes** in the NW portion of the reservation. Here the ground is broken open, giving vent to several million fumaroles or little volcanoes, from which rise jets of steam. Some of the jets throw their steam 1,000 feet into the air, and hundreds of others go up to a distance of 500 feet, all merging above the valley into one colossal cloud.

(66) **Kashvik Bay**, just SW of Katmai Bay, offers good anchorage in 10 fathoms or less near the center of the bay. A submerged reef extends about 0.8 mile from the N shore, and scattered rocks are close off the SW and W shores. The entrance and middle of the bay are free of hazards.

(68) **Mount Mageik**, a volcano 7,250 feet high, is about 10 miles SW from Mount Katmai. It has a more definite summit and can be easily identified from Shelikof Strait.

(70) **Alinchak Bay**, opening S of Cape Kubugakli, is divided into two arms. **Little Alinchak Bay**, the S arm, is shallow with extensive foul areas and should be avoided by those without local knowledge. **Big Alinchak Bay**, the N arm, is an excellent harbor of refuge with protection from all but NE and E winds. The center of the arm has good anchorage in 10 fathoms, mud and fine sand bottom. Depths decrease to 2 fathoms in the NW and SW corners. Vessels should keep 0.5 mile off the N shore of the bay and 0.15 mile off the S shore. The approach to Big Alinchak Bay is from SE on a course midway between the extensive foul area off the mouth of Little Alinchak Bay and a 7-fathom shoal in about 57°48.0'N., 155°13.0'W.

(71) **Cape Kekurnoi**, between Alinchak and Puale Bays, is fairly low, but rises gradually to over 1,500 feet. A 6.5 fathoms shoal is about 1.6 miles SW of the E tip of the cape in 57°42'26"N., 155°20'24"W. Reefs and rocky islets extend 3.5 miles S from the SW tip of the cape. There are bad tide rips off these reefs, which is frequently the case along the W side of Shelikof Strait. These reefs and islets are also foul with heavy kelp. Passage should only be attempted with local knowledge.

(74) **Routes, Puale Bay**.—From Shelikof Strait steer a course of **325°** for the highest point on Cape Aklek. When about 2.4 miles off the cape, change course and steer about **015°** through the bay entrance for about 4.5 miles to a point in about 57°42'N., 155°31'W. From this point, the vessel can proceed to a variety of anchorages in the inner bay. By steering **338°** for 4.5 miles the vessel will find anchorage near the head of the bay in 10 fathoms on even sand bottom. If seeking shelter from S winds and seas, the vessel may run 2.5 miles on course **276°** to anchorage in 10 fathoms. Protection from E to N winds may be found by steering **075°** for 3 miles to anchorage in 12 fathoms, taking care to avoid the 2¼-fathom rock in 57°43'N., 155°27'W.

(75) There are no satisfactory ranges for entering the bay but they are unnecessary. Cape Aklek can be approached with safety on any heading between **305°** and **020°**. The channel between the 10-fathom curves at the entrance to the bay is over 2 miles wide.

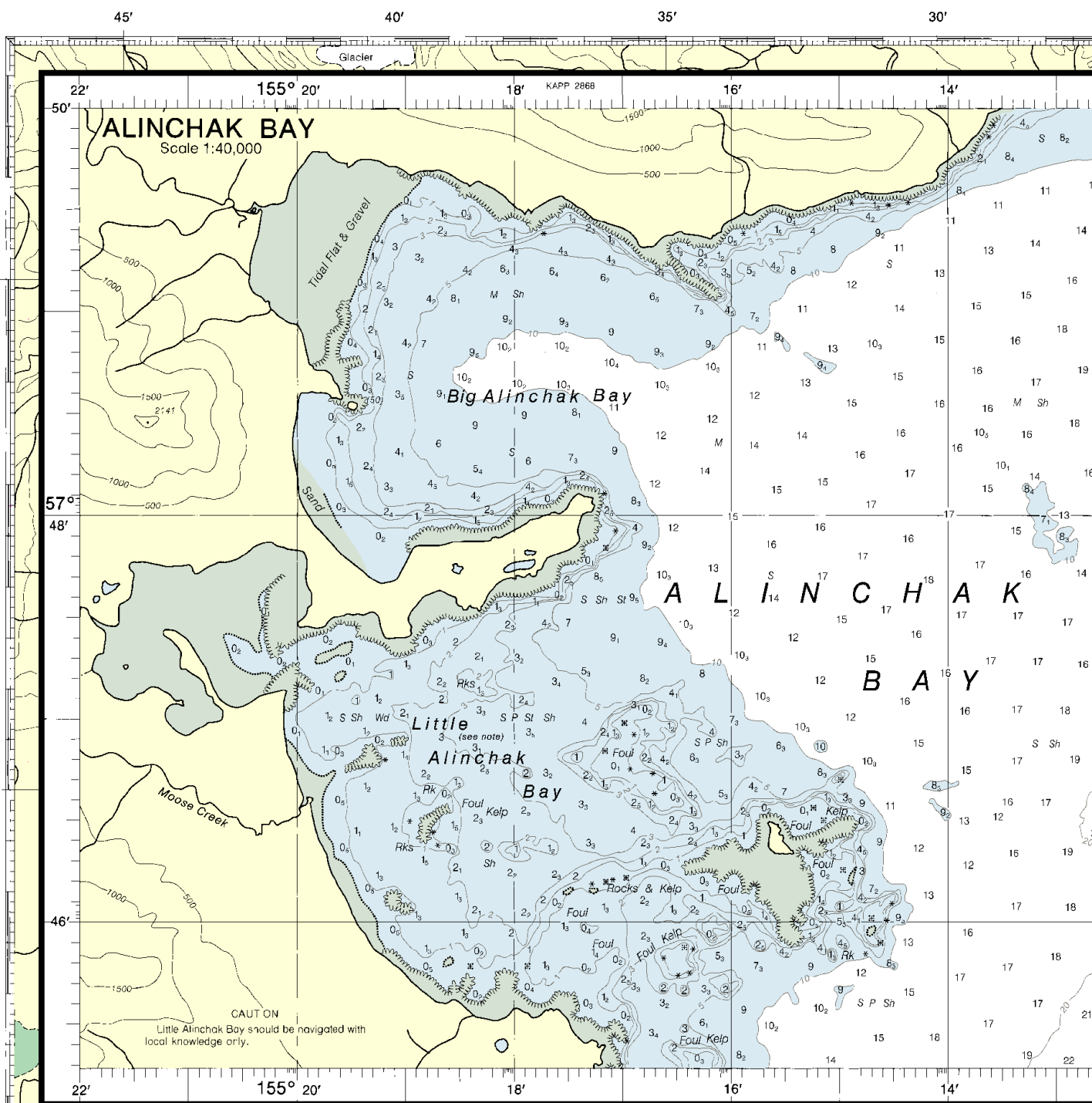
(76) Fishing craft sometimes enter the bay from the E, using a narrow channel between the mainland and the S rocky islets. This channel has a least depth of 5 fathoms but is only about 350 yards wide, is bordered by kelp-covered rocks, and has a 4-fathom rock near its outer end. Extreme caution should be used when transiting this route.

(77) Anchorages in Puale Bay have the good holding qualities of a sand and mud bottom, but are considered to be indifferent or poor because they offer little protection from SE weather. S swells enter the bay a large part of the time and increase in size in the shoal water. Williwaws are frequent. Even in W weather the winds funnel through the low passes to the W of the bay with greater velocity than that encountered in Shelikof Strait.

(78) **Cape Aklek**, the most prominent headland in the vicinity, rises to 1,877 feet within 0.6 mile of the shoreline in a series of bare slides, bluffs, and cliffs.







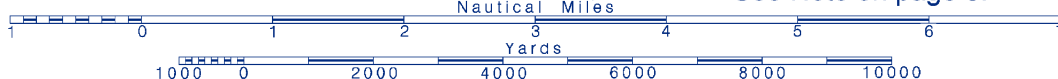
SOURCE		
A	1990-2001	NOS Surveys full bottom coverage
B1	1990-2001	NOS Surveys partial bottom coverage
B2	1970-1989	NOS Surveys partial bottom coverage
B3	1949-1969	NOS Surveys partial bottom coverage
B4	1900-1939	NOS Surveys partial bottom coverage

TIDAL INFORMATION

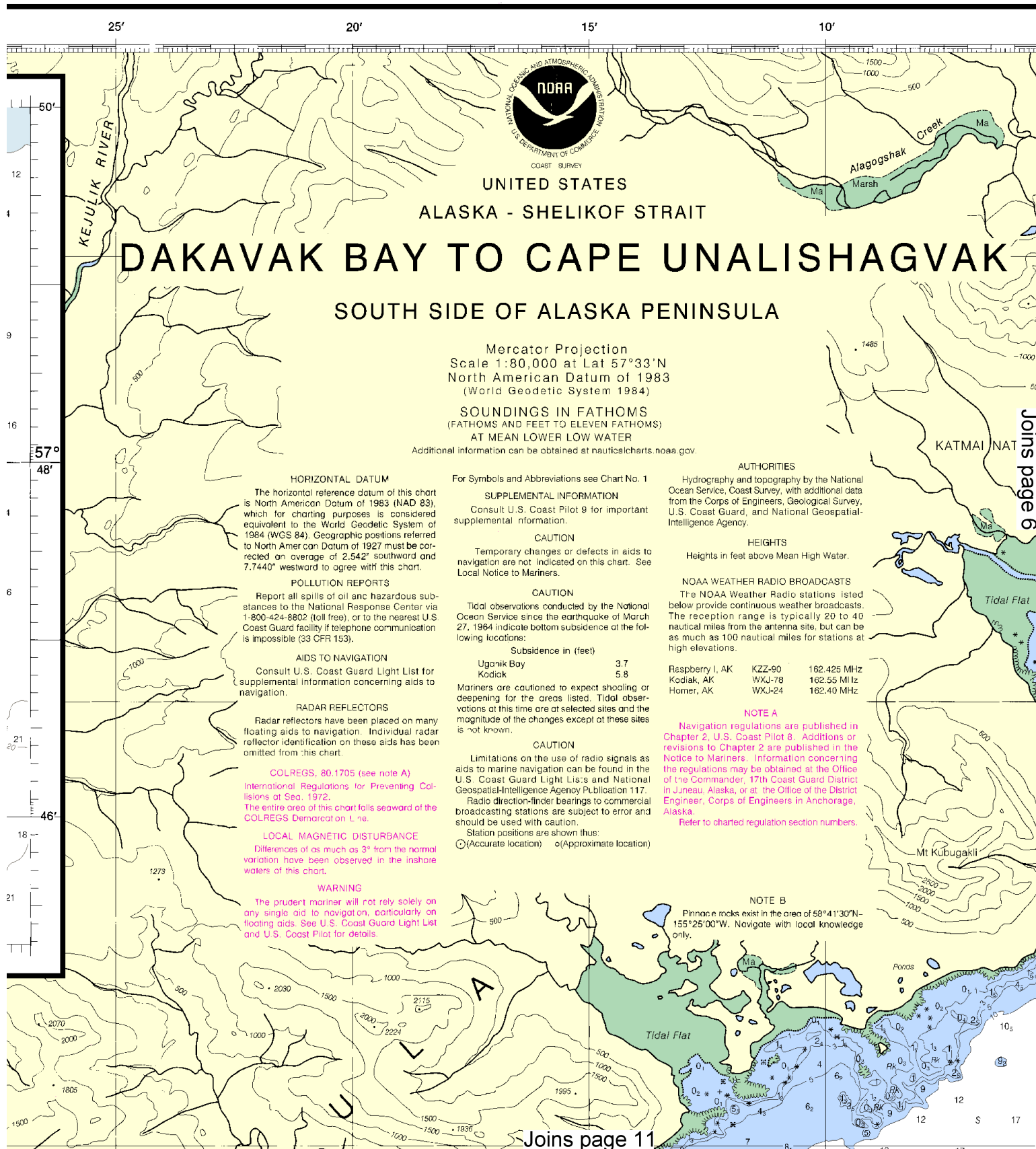
Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Katmai Bay	(58°00'N/ 154°59'W)	feet 12.8	feet 11.9	feet 1.4	feet -5.0
Puale Bay	(57°42'N/ 155°23'W)	feet 12.1	feet 11.3	feet 1.5	feet -4.5

(Jan 2004)

Joins page 10







20'

15'

10'

05'



UNITED STATES

ALASKA - SHELIKOF STRAIT

## AKAVAK BAY TO CAPE UNALISHAGVAK

## SOUTH SIDE OF ALASKA PENINSULA

Mercator Projection  
Scale 1:80,000 at Lat 57°33'N  
North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS  
(FATHOMS AND FEET TO ELEVEN FATHOMS)  
AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System of 1984 (WGS 84). Geographic positions referred to North American Datum of 1927 must be corrected on average of 2.542" southward and 7.7440" westward to agree with this chart.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## LOCAL MAGNETIC DISTURBANCE

Differences of as much as 3° from the normal variation have been observed in the inshore waters of this chart.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

For Symbols and Abbreviations see Chart No. 1

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

## CAUTION

Tidal observations conducted by the National Ocean Service since the earthquake of March 27, 1964 indicate bottom subsidence at the following locations:

Subsidence in (feet)

Uganik Bay	3.7
Kodiak	5.8

Mariners are cautioned to expect shoaling or deepening for the areas listed. Tidal observations at this time are at selected sites and the magnitude of the changes except at these sites is not known.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◐ (Approximate location)

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, U.S. Coast Guard, and National Geospatial-Intelligence Agency.

## HEIGHTS

Heights in feet above Mean High Water.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK	KZZ-90	162.425 MHz
Kodiak, AK	WXJ-78	162.55 MHz
Homer, AK	WXJ-24	162.40 MHz

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 8. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

## NOTE B

Pinnacle rocks exist in the area of 58°41'30"N-155°26'00"W. Navigate with local knowledge only.

Joins page 5

Joins page 12

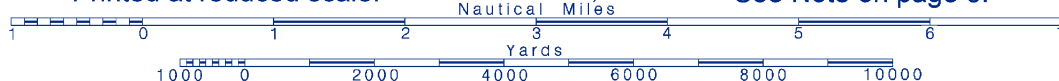
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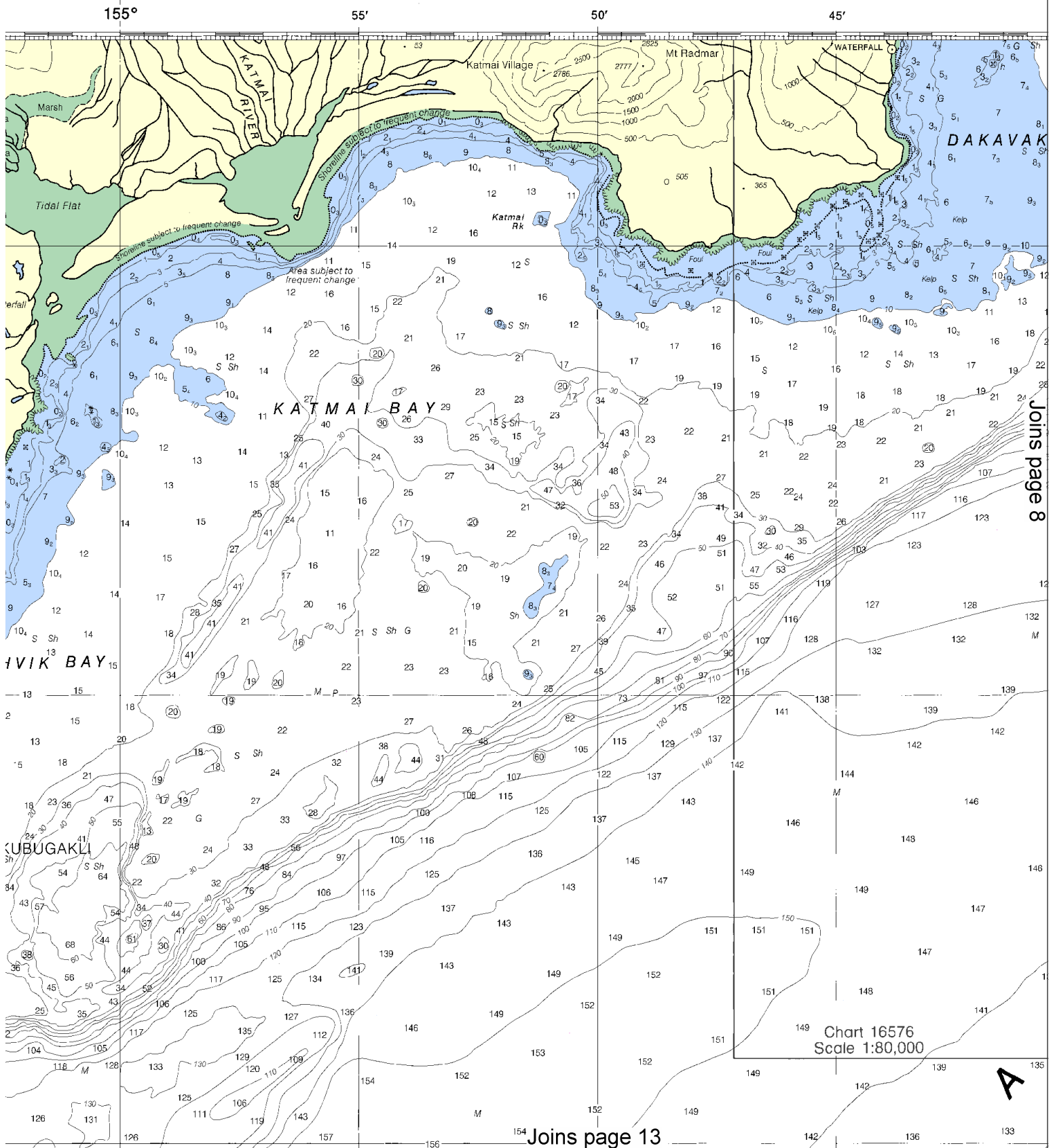
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SCALE 1:80,000

See Note on page 5.





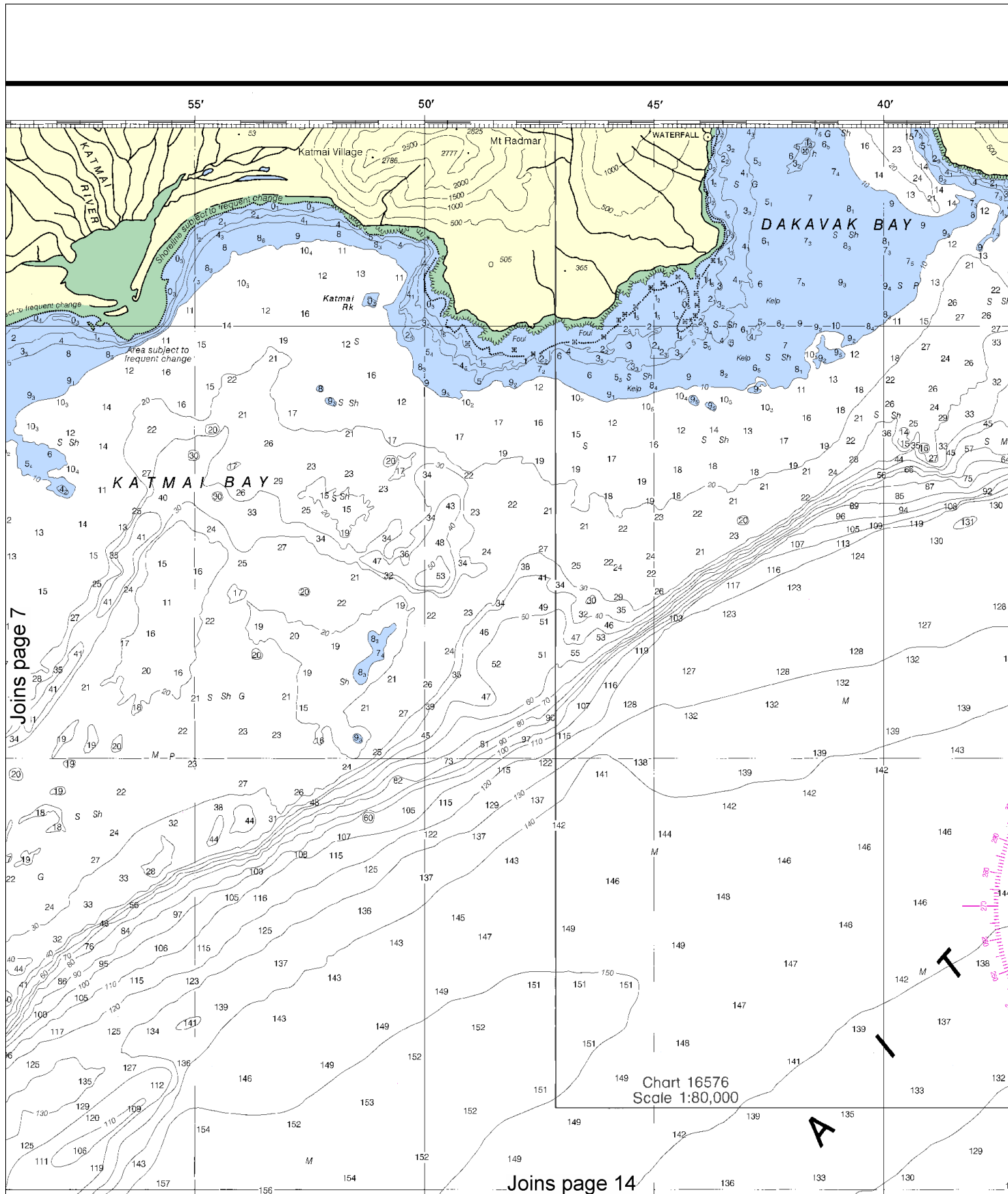


Joins page 8

Joins page 13

Chart 16576  
Scale 1:80,000

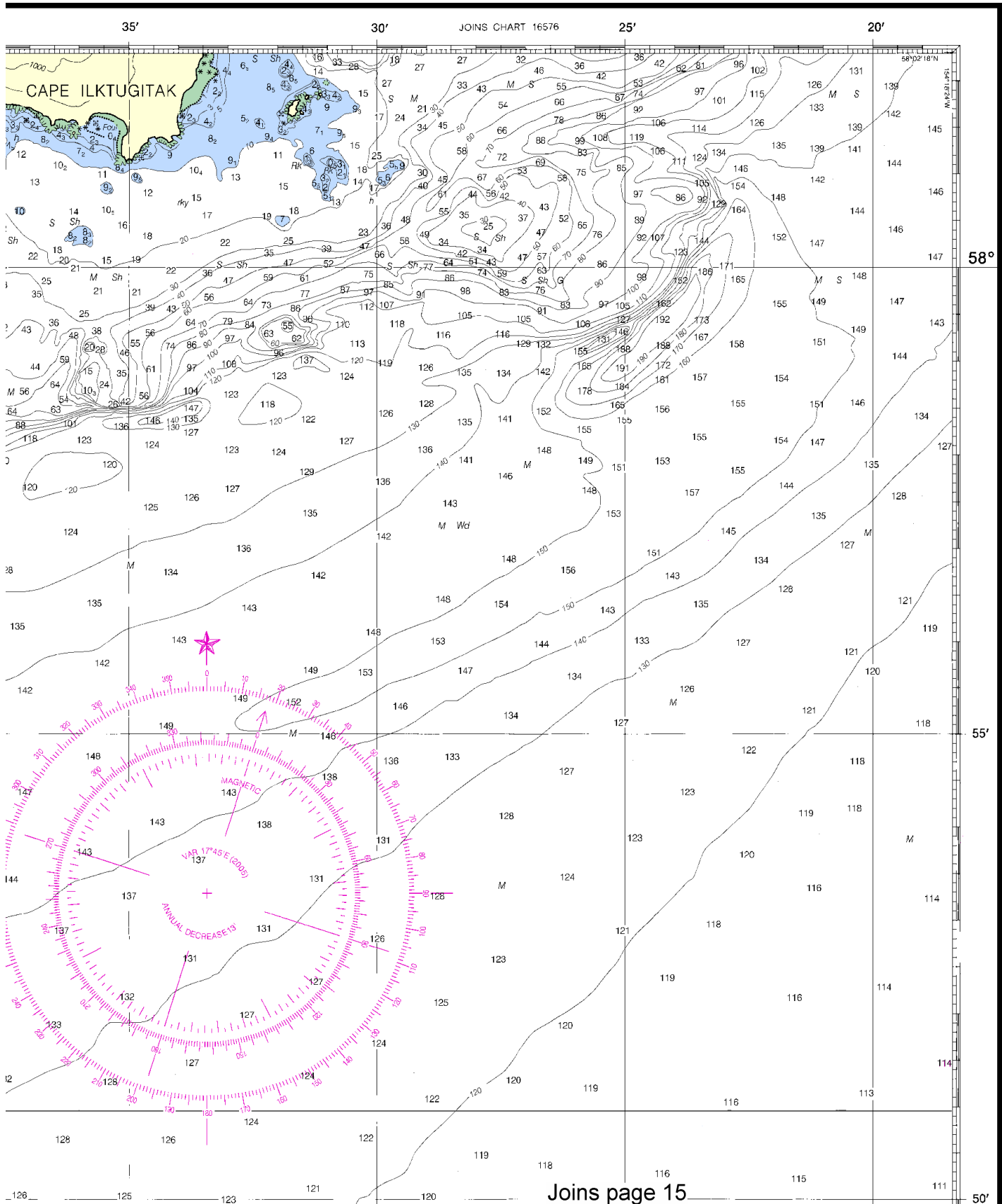
A





# SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



CAUTION  
Little Alinchok Bay should be navigated with local knowledge only.

22' 155° 20' 18' 16' 14'

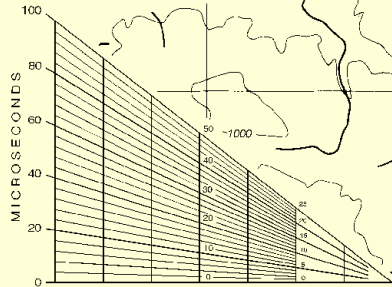
### SOURCE

A	1990-2001	NOS Surveys	full bottom coverage
B1	1990-2001	NOS Surveys	partial bottom coverage
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1949-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage

### TIDAL INFORMATION

Name	Place (LAT/LONG)	Height referred to datum of soundings (MLLW)			
		Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
Katmai Bay	(58°00'N/ 154°59'W)	feet 12.8	feet 11.9	feet 1.4	feet -5.0
Puale Bay	(57°42'N/ 155°23'W)	feet 12.1	feet 11.3	feet 1.5	feet -4.5

(Jan 2004)



### LORAN LINEAR INTERPOLATOR

### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

### LORAN-C

#### GENERAL EXPLANATION

LORAN-C FREQUENCY ..... 100kHz.  
PULSE REPETITION INTERVAL  
9990 ..... 99,900 Microseconds  
STATION TYPE DESIGNATORS: (Not individual station letter designators).  
M ..... Master  
W ..... Secondary  
X ..... Secondary  
Y ..... Secondary  
Z ..... Secondary  
EXAMPLE: 9990-Y

#### RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on theoretically determined overland signal propagation delays. They have not been verified by comparison with survey data. Every effort has been made to meet the 1/4 nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

Joins page 16

10



Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.

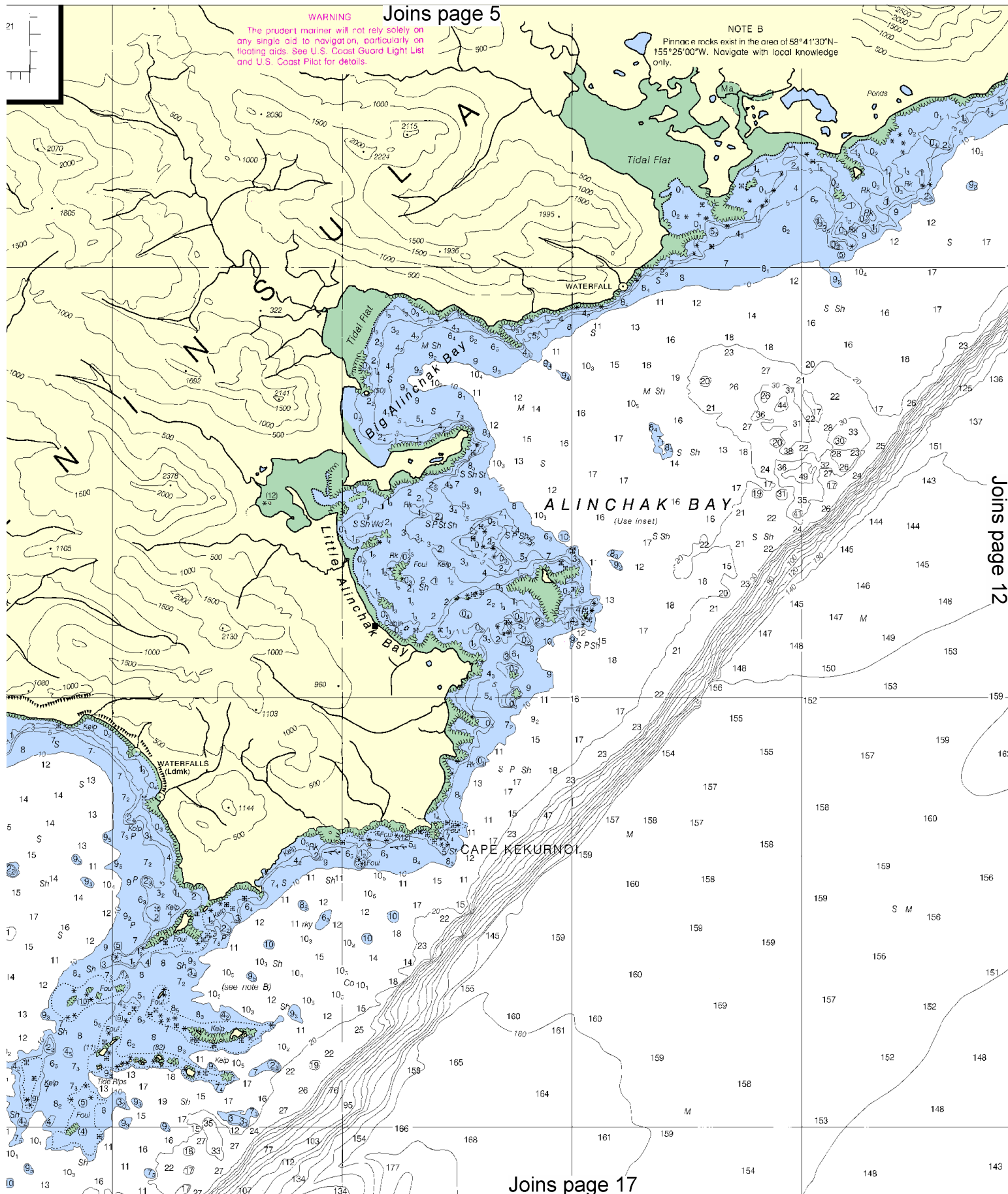




Joins page 5

NOTE B

Pinnacle rocks exist in the area of 58°41'30"N-155°25'00"W. Navigate with local knowledge only.



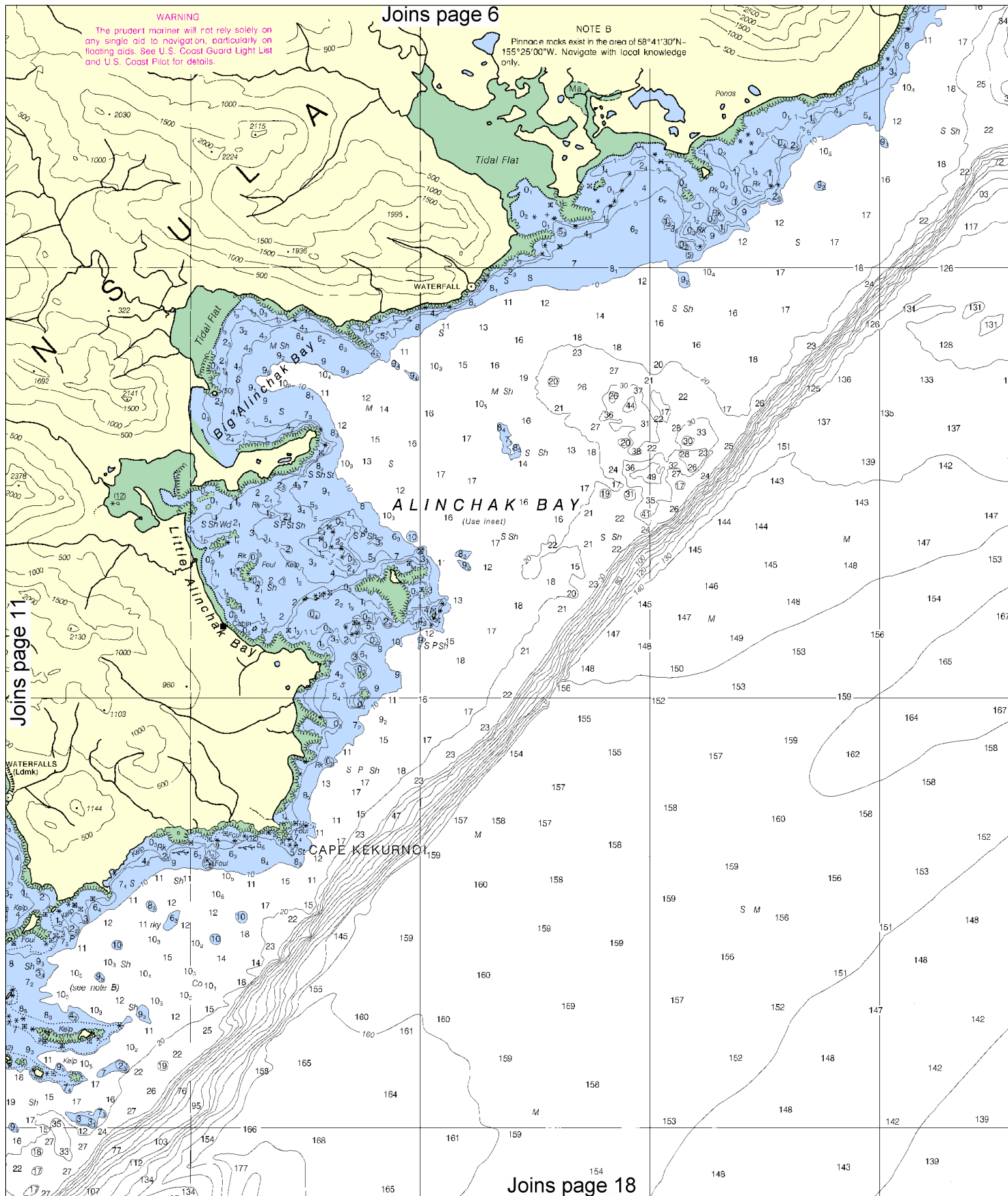
Joins page 12

Joins page 17

**WARNING**  
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

Joins page 6

**NOTE B**  
Pinnacle marks exist in the area of 58°41'30"N-155°25'00"W. Navigate with local knowledge only.



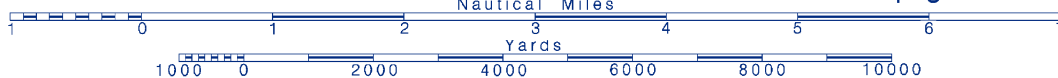
12



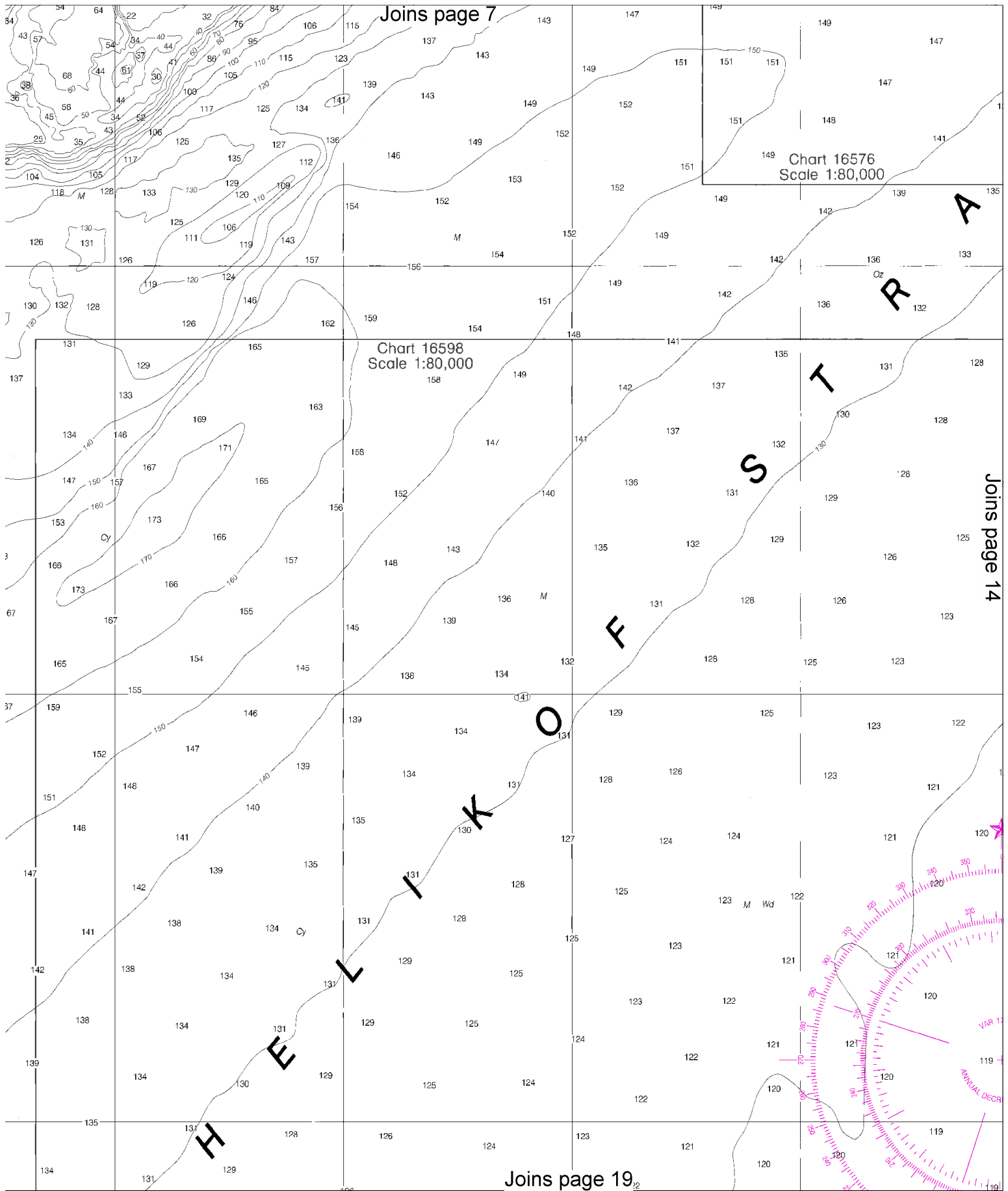
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.







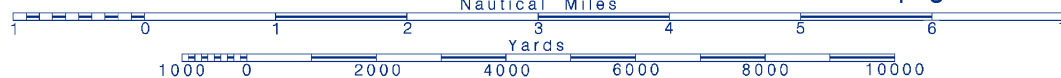
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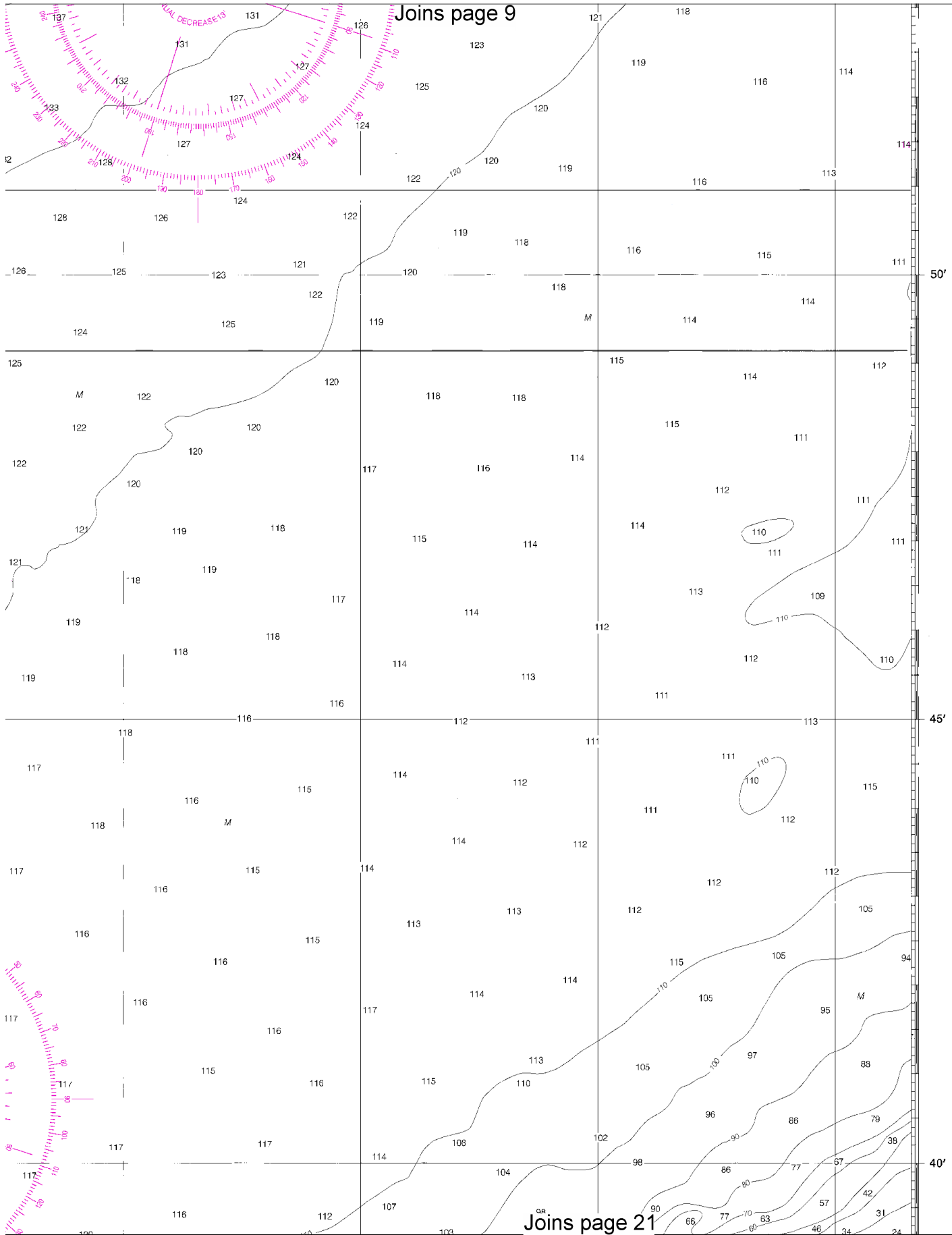
Printed at reduced scale.

~~SCALE 1:80,000~~  
Nautical Miles

See Note on page 5.

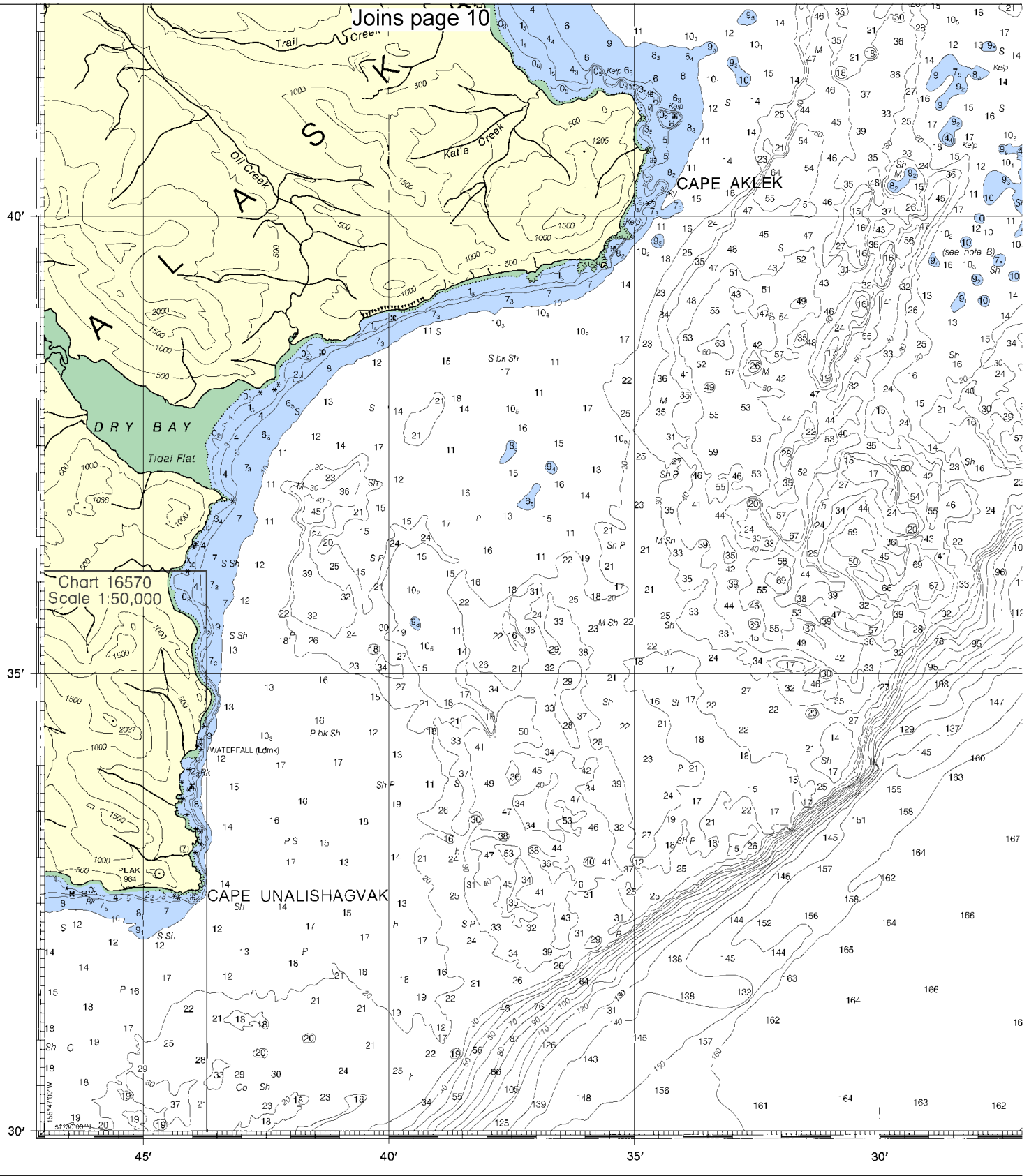


Joins page 9





Joins page 10



2nd Ed., Jan./05 ■ Corrected through NM Jan. 29/05  
Corrected through LNM Jan. 18/05

16575

LORAN—C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

**SOUND**  
(FAT)

16

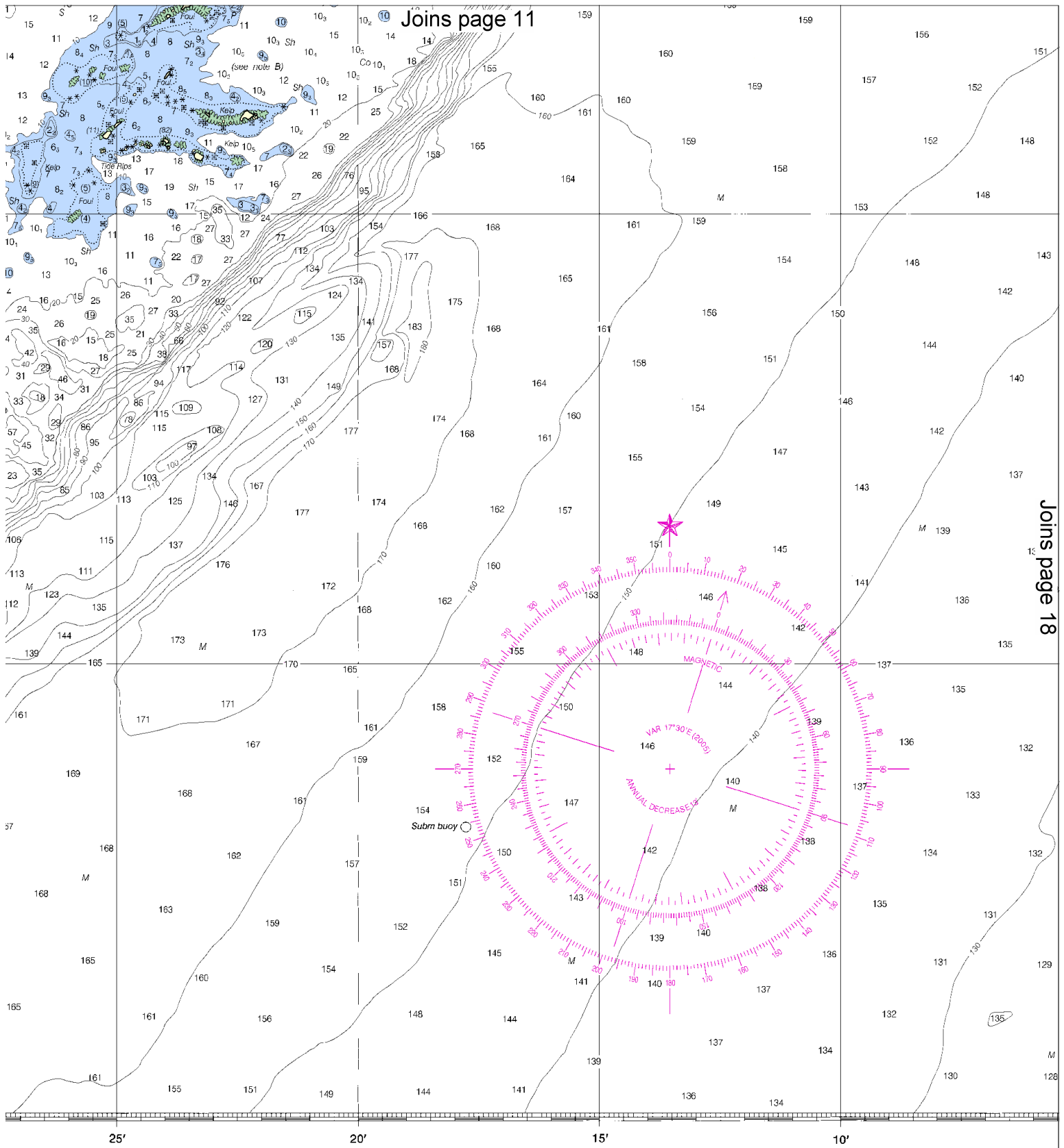


Printed at reduced scale.

SCALE 1:80,000  
Nautical Miles

See Note on page 5.

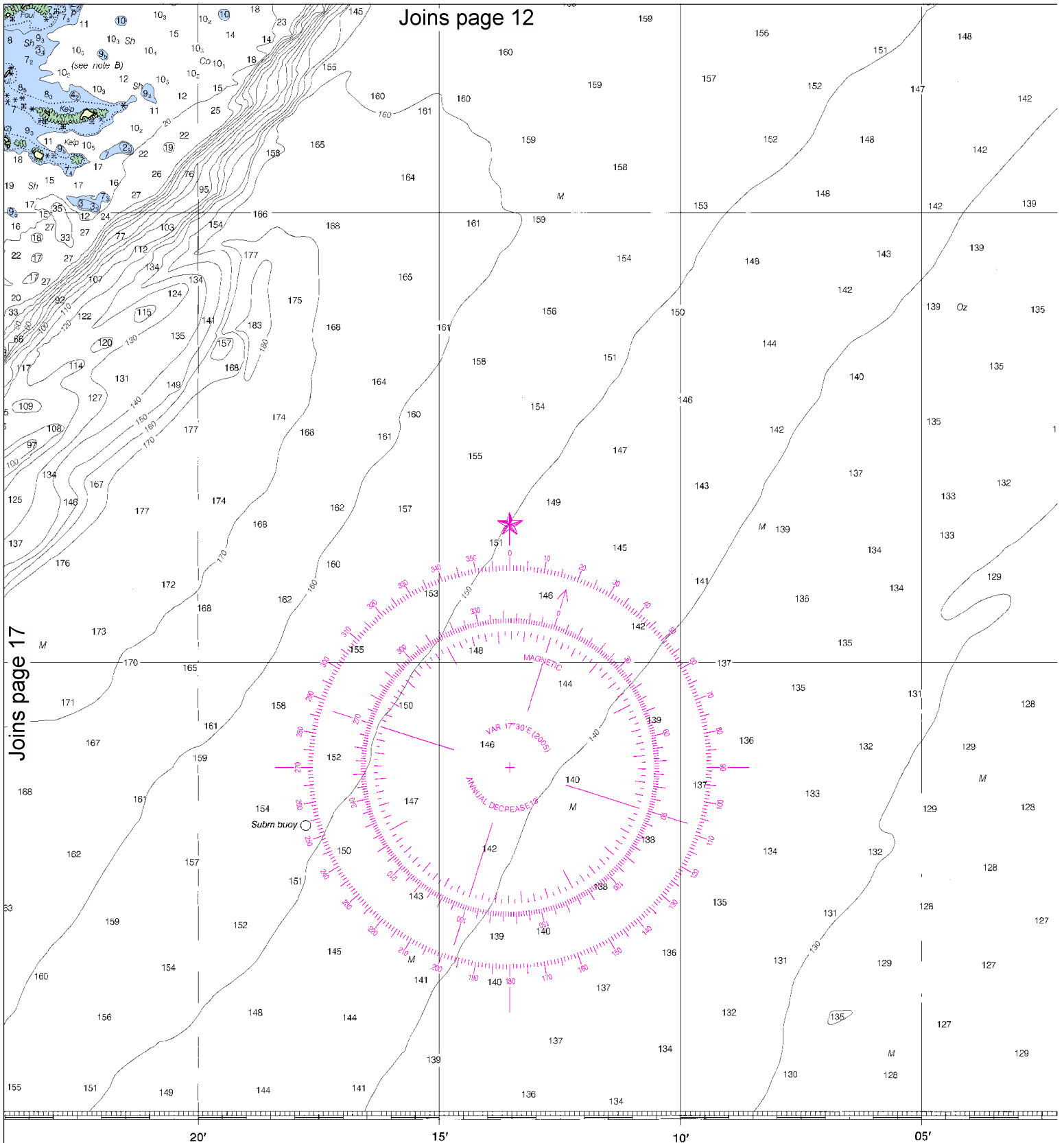




**DEPTH SOUNDINGS IN FATHOMS**  
(FATHOMS AND FEET TO 11 FATHOMS)

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at: 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or [help@OceanGrafix.com](mailto:help@OceanGrafix.com), or <http://OceanGrafix.com>.



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FATHOMS

11 FATHOMS)

18



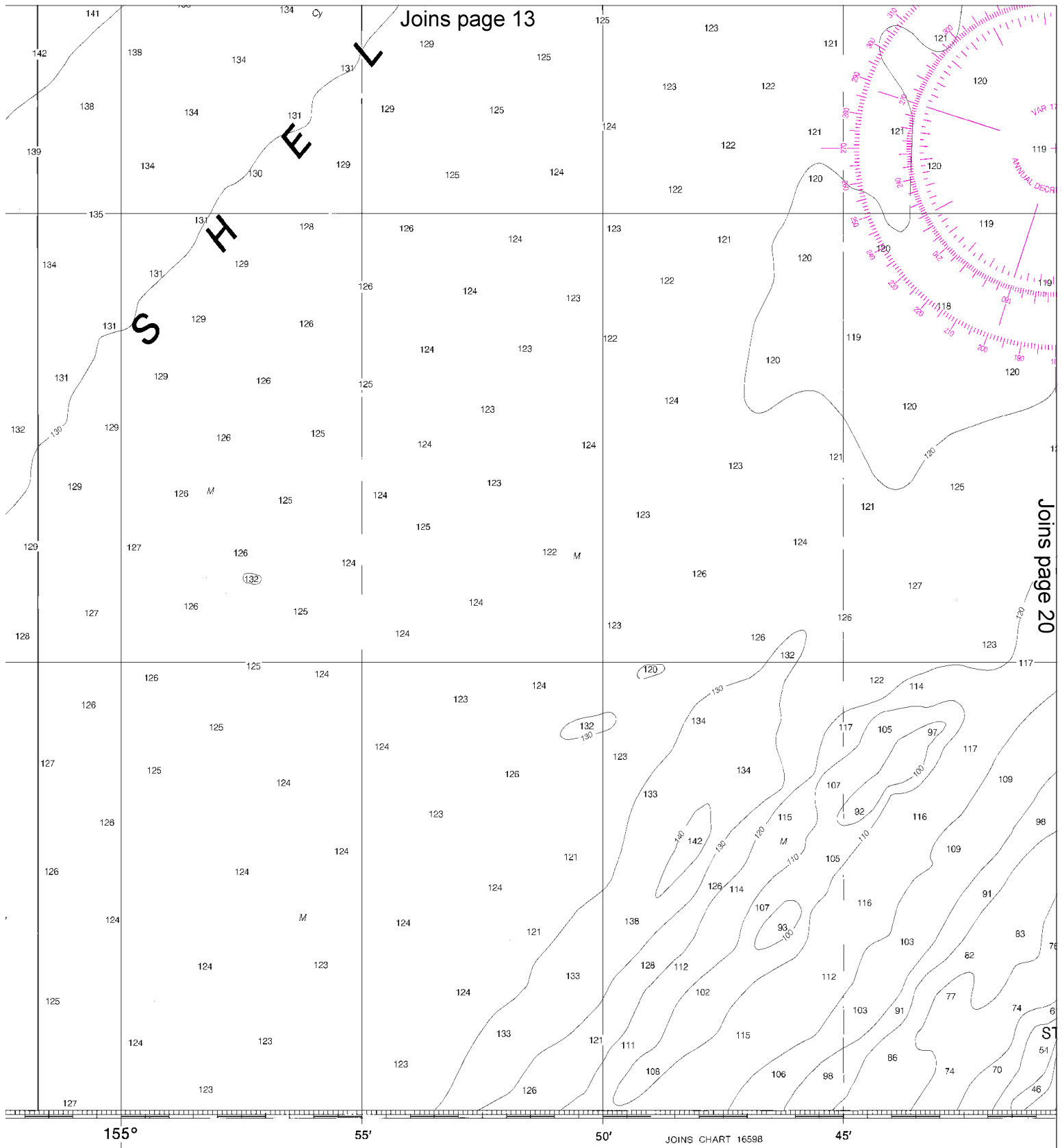
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SCALE 1:80,000

See Note on page 5.







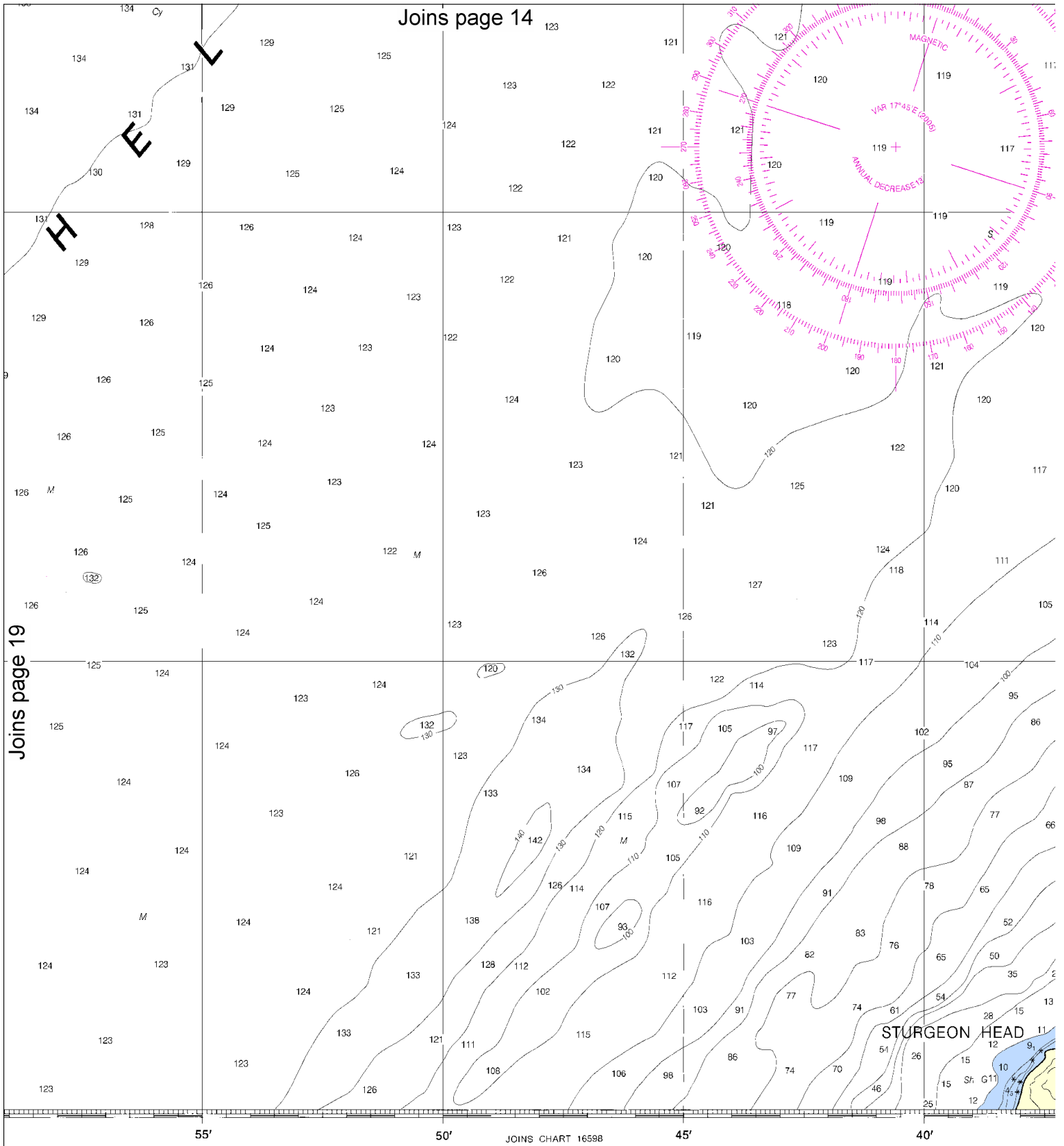
Joins page 13

Joins page 20

U.S. Department of Commerce  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
OCEAN SERVICE  
ST. PETERSBURG, FLORIDA

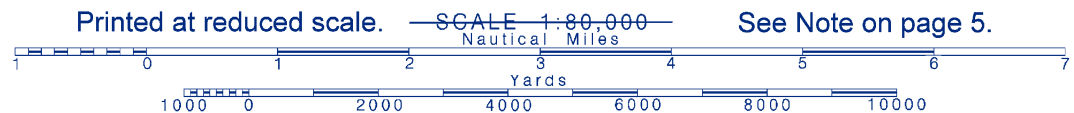
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/C52), National Ocean Service, NOAA, Silver Spring, Maryland 20910-9992.

FATHOMS	
FEET	
METERS	



This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

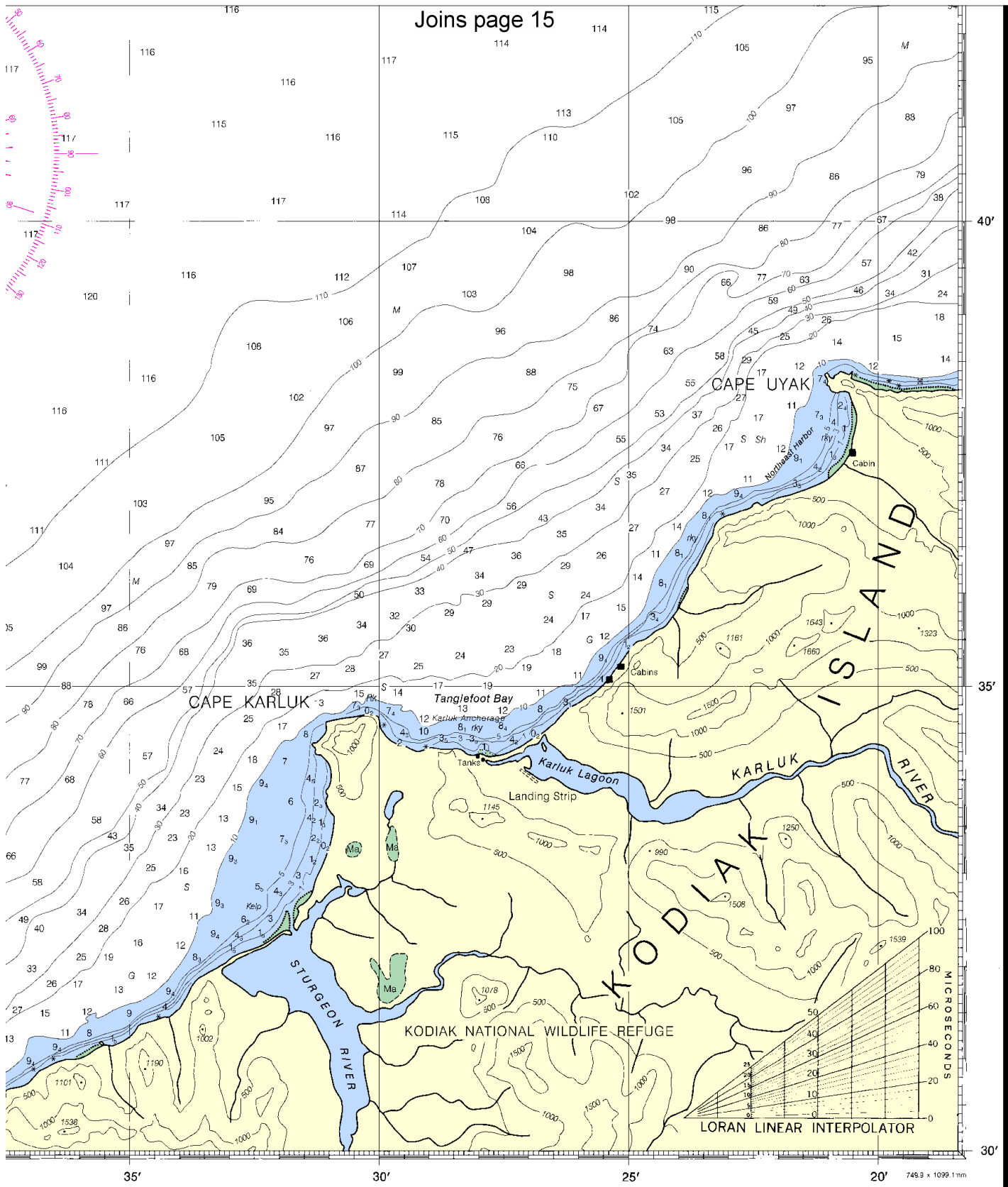
FATHOMS	1	2	3	4	5	6	7
FEET	6	12	18	24	30	36	42
METERS	1	2	3	4	5	6	7



Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



8	9	10	11	12	13	14	15	16	17
48	54	60	66	72	78	84	90	96	102
14	15	16	17	18	19	20	21	22	23
24	25	26	27	28	29	30	31	32	33

Dakavak Bay To Cape Unalishagvak  
SOUNDINGS IN FATHOMS AND FEET - SCALE 1:80,000

**16575**

LORAN—C OVERPRINTED

ED. NO. 2

NSN 7642014007787

NGA REFERENCE NO. 16BC016575



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (Pacific Coord)** – 510-437-3700

**Coast Guard Search & Rescue (RCC Juneau)** – 907-463-2000

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).